

CHECK SHEET - CONLUSION PROCESSING

FILE REF: 6.743. 1025

		F, 141, 1623
ACTION	DATE	OFFICER
REVIEW COMPLETED	6,12.74	S.G.SPINKS SIG 4
CONCLUSIONS SUBMITTED		
CONCLUSIONS APPROVED		
DRAFT PROOF READ		
DRAFT TO PPC		
PRINTED CONCLUSIONS FROM PPC		
CONCLUSIONS DESPATCHED TO REGION		

AIR SAFETY INVESTIGATION REPORT REVIEW

Aircraft Type - Registration A. H. L. BEANER. M. - BST. ... File Reference 6,743,1025.

Place and Date. New Hamilton, Tasmama. 19.4.74 ... Investigator M. R. LEWING. ...

INVESTIGATION Operations - Engineering - Aviation Medicine

This accident is a fairly cut and duid one I spoke to the shoustifator on a comple of points that to me did not ypite 'gel'. There is differing witness evidence as the happen load. The leader driven says if was 20 cm of (is. 2240 168) and the chief pilot says one fan. 2000 165 on the loaden scale. The investigation confirmed that the load has 2000 165 as used in the weight colculations section of the report. lasking at photograph to I found it hard to earning emacify how the center piece of the port wing was foun out by a wine in the way that it was. The investigator advised that The pitot tube was in this area and that the wire had actually snagged the pitot Sube which in Ima coursed this feeding of leading REPORT edge to be ripped out.

Evidence Presentation
Although This is a straight for word excident I feel that evituess
Margaret Hills (paper 24) sould have been questioned more
closely in the enact sequence of the backfining and here to
wing lam off.
Analysis

Satisfactory but the introductory, parograph could have deleted pilest medical aspects and wellowding of the aircreft as having any bearing on the aircreft.

CA Form 149A

Schrifty

Contraventions

agne.

Petins the word vigilance thinds to Enguest these the pilot was not keeping a good enough lookout. The accident was really caused bycame the pilot not knowing of the emistence of the power lines. His chance to find out was at the briefing but instead of listening to the briefing the CAUSAL FACTORS pilot took over a started to do the telling. It his a more appropriete cause would be: The cause of the accident was that the pilot did not ensure that he was fully briefed on abstructions in the total minimal which he was to carry out loss level agriculdural operations.

Date b. 12.74

Signature In all Marition . Sille 4.

DEPARTMENT OF TRANSPORT

Reference No.

RCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

isions of Air Navigation Regulation 283(1)- AS 743 1025

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GOVERNMENT OF AUSTRALIA DEPARTMENT OF TRANSP									Refere	Reference No.		
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